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STATIONS; A PROBABLE REST AND REHABILITATION FACILITY; AND TRUCK PARKS AND ROAD-TO-WATER TRANSSHIPMENT POINTS INTERCONNECTED BY A MAZE OF WELL CONCEALED TRAILS.

IN THE PREK DRANG BASE AREA, SOUTH OF ROUTE 19, STOCKPILING HAS BEEN OBSERVED DURING THE PAST TWO MONTHS ALONG THE UNNUMBERED ROAD COMPLETED IN MAY 1967 BETWEEN LOMPHAT AND THE PREK DRANG (RIVER). INCREASING VEHICULAR TRACK ACTIVITY HAS ALSO BEEN OBSERVED SINCE DECEMBER 1967 ALONG THIS ROAD BETWEEN THE MILITARY STORAGE FACILITIES AT LOMPHAT AND STORAGE FACILITIES MIDWAY BETWEEN LOMPHAT AND THE SOUTH VIETNAM BORDER. SINCE JANUARY 1968, HEAVILY-USED TRAILS HAVE BEEN OBSERVED EXTENDING FROM THE EASTERN TERMINUS OF THE ROAD CONTINUING EASTWARD INTO SOUTH VIETNAM. TRENCHES AND FOXHOLES ARE OBSERVED ALONG THESE TRAILS IN BOTH CAMBODIA AND SOUTH VIETNAM. THE PRESENT LEVEL OF ACTIVITY IN THIS AREA IS SIMILAR TO THAT DESCRIBED ABOVE IN THE SONLE SAN BASE AREA.

THE EXTENSION OF ROUTE 110 INTO THE TRI-BORDER BASE AREA OF CAMBODIA, OBSERVED ON 10 DEC 67, CONNECTS THIS AREA TO THE TONLE KONG (RIVER) WHERE MOTORIZED RIVER CRAFT INCREASED BY APPROXIMATELY 75 PERCENT IN 1967. THE INCREASE IN VEHICULAR ACTIVITY ON ROUTE 110, SINCE IT WAS EXTENDED TO THE BASE AREA, INDICATES INCREASED RELIANCE ON MAJOR STORAGE/TRANSSHIPMENT FACILITIES HERE FOR SUPPLIES BEING SHIPPED TO COMMUNIST FORCES IN THE IMMEDIATE AREA.

ACTIVITY IN THE THREE AREAS MENTIONED ABOVE BEARS SIMILARITY TO THAT NOTED IN THE TRI-BORDER AREA, PH O'MOHA, AND SNUOL BEFORE THE COMMUNIST MILITARY MOVES AGAINST U.S. FORCES IN DAK TO, LOC NINH, AND BU DOP.

A HARD COPY VERSION OF THIS CABLE WITH SELECTED GRAPHICS WILL BE DISSEMINATED BY 20 FEB 68.

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